

SAVES MAILING MONEY--A WORLD POSTAL CARD.

LAST EDITION.
RACING IN FOG.

When She Struck the Taylor the Trave was Going at Full Speed.

The Chief Officer Crushed to Death and Her Carpenter Drowned.

Thrilling Story of the Ocean Collision and Brave Rescues.

Capt. Hurlbert Was on the Deck and Had a Leg Crushed.

LONDON, June 30.—The North German Lloyd steamer Trave, Capt. Heimken, from New York, arrived at Southampton early this morning. She had on board Capt. F. Hurlbert, of Brooklyn, commander of the British ship Fred B. Taylor, from Havre, May 12, for New York and fifteen of the crew of that vessel.

The Trave reports that she was in collision with the Fred B. Taylor on Wednesday, June 22, in latitude 40 north, longitude 50 west. The accident occurred at 10 o'clock in the morning during a heavy fog. The Trave was badly damaged and it was presumed on board the Trave that she sank shortly afterwards.

The chief officer of the Taylor was crushed to death, and Capt. Hurlbert, who was on deck at the time, had one leg injured. Quite a heavy sea was running, and when the Trave lowered her boats to go to the rescue of the imperiled men of the Taylor, the Trave was compelled to windward of the wreck and her boats were thus under her lee in going down to the wreck. The use of the oil facilitated the work of rescue.

The passengers on the steamer had been aroused by the shock of the collision, and nearly all of them were on deck. The Trave's crewer at once sounded her bells, and when it was found that she was making no water the excitement among the passengers subsided, and every one watched the manning and lowering of the small boats with the most intense interest.

The lashings of the tarpaulins were hastily cut away, the sails were manned, the boats were hoisted to assist in the fog. They were hoisted at once, and the boats were lowered and their crews took their places in perfect order.

There was no confusion. Every man knew his place, and the moment the boats struck the water the sails were cast off, the boats went away in the direction of the wreck and were hoisted to assist in the fog. They were hoisted at once, and the boats were lowered and their crews took their places in perfect order.

A representative of the Associated Press had an interview with one of the survivors of the accident. He says that when the Taylor was at a point 200 miles from New York a dense fog set in.

Suddenly, at about 6 o'clock in the morning, a huge steamer, which it was afterwards learned was the Trave, crashed into the Taylor.

Capt. Hurlbert was on the quarter deck at the time and one watch was below. Among the crew were Mr. Woodley, the chief officer. He was crushed to death at the moment of the collision. The carpenter of the Taylor was drowned. The Trave immediately hove to and lowered her boats, which pulled down to the Taylor and took off the remainder of her crew. The stewards, the only woman aboard the Taylor, was thrown into the sea at the time of the collision, and was rescued by the crew of one of the Trave's boats she was nearly drowned.

The officers and crew of the Taylor had no time to attempt to save any of their effects. They brought from the wreck nothing but the working clothes they stood in. Better clothing was supplied to them by the captain of the Taylor.

Just before the Trave arrived at Southampton a meeting of the passengers was held in the saloon. Col. Mitchell presided. Resolutions were adopted highly commending the officers and crew of the Trave for placing her in danger to save the lives of those on the Taylor.

The Trave was only slightly damaged about the bows. The damage was so little that it was repaired on the voyage.

The crew of the Taylor have been given refuge at the Sailors' Home in Southampton. According to the story of the survivor mentioned above, but one of the captain's legs was hurt. It was crushed.

Although there was a dense fog at the time, the Trave was going at full speed when she dashed into the Taylor. She struck the ship amidships and cut her completely in two.

LATER.—Another report of the loss of the Fred B. Taylor says that the Trave cut the ship in two through the middle of the ship, half of her falling to starboard and the other half to port.

So sudden was the disaster that Chief Officer Woodley did not have time to escape from his berth. He only joined the rescue party on May 7, a few days before he sailed from Havre. He had been sent from Liverpool to fill the position of first mate aboard the ship. The carpenter, who was thrown overboard by the shock of the collision and drowned, was a Russian Finn.

The new boat the Trave had landed safely at Southampton at 4 o'clock was received at the Maritime Exchange and the Lloyd Steamship Company offices by cable about 10 o'clock this morning.

The first positive information that the lost vessel was the Fred B. Taylor was brought to this city this morning on the steamship Lahn's arrival from Bremen. The Lahn reported that on June 20 she passed the Trave in latitude 45 deg. 43 min., longitude 30 deg. 12 min., and that the latter signaled she had on board the crew of a ship whose signal letters were given as "H. V. S. H." These are the signal letters of the Fred B. Taylor.

Capt. Thomas W. Churchill, father-in-law of Capt. Hurlbert, of the Taylor, as stated in yesterday's Sporting Extra of THE EVENING WORLD, was convinced on the arrival of the news that the Trave had run down a vessel in mid-ocean, and picked up her crew, that the wrecked ship was the Taylor. He hurried to his home, at 192 Fifty-third street, south Brooklyn, to tell his daughter that her husband and the father of her little one had been saved. The child of Capt. Hurlbert was born the day the Taylor was wrecked. His wife had accompanied him to Havre and returned in a passenger vessel to await his coming.

Capt. Churchill did not come to his office this morning. He had almost given up hope of his son-in-law's safety, and the news pleased him so greatly he remained at his home to-day to rejoice with his family.

CONFIDENCE IN THE TRAVE'S CAPTAIN.
AN EVENING WORLD reporter went to the office of the Lloyd Steamship Company in this city to get the Company's views on the statement that the Trave was running at full speed in the fog when the collision occurred. One of the officials, would not give his name, said the Company had confidence in Capt. W. Heimken, who was in command of the Trave, and did not think he would allow the ship to travel at a dangerous speed in a fog. The ordinary speed of the vessel is about eighteen knots an hour.

Mr. Heimken would not say what would be done in case it was found that the collision was due to the Trave running at full speed in a fog.

"It is too soon to talk about a damage suit," he said. "I would be slow to condemn the Trave, because it is only fair to presume her captain is a careful man and would use due precaution."

"Vessels go at full speed in fog, unless it is thick. It would be for a jury to decide whether there was any negligence."

The Trave is a German steamer, and a suit for damages would have to be brought in the German courts. The Taylor is a British vessel.

Mr. Heimken, of the firm of Boyd & Heimken, agents for the Taylor, expects a letter from her owners to-morrow stating the exact amount of her insurance. A sister ship of the Taylor, the Lahn, is expected to arrive at the same time from New York.

Nothing is known of St. Cloud in Baltimore, but it is said that he lived in New York at 215 West 125th street. He was 5 feet 11 inches tall, of fair complexion and wore a mustache.

Well known a few years ago in Baltimore society, she was a decided brunette and very pretty, and attracted a great deal of attention at the hotel during her stay there.

The line of the man was marked F. P. Hurlbert, and that of the woman Irene M. Hurlbert. She also wore two rings, on one of which was inscribed "From Mamma to Irene M. Hurlbert, January 22, 1891, Locust Point."

The latter place is a short distance from this city. The prohibition party is not a sectional party, but a national party, whereas the issue of the election is a sectional issue.

Most of the delegates wanted to speeches to be made by the prohibition party, but in speaking and in a short speech urged that all issues be left buried and not be continued.

A number of delegates were on their feet endeavoring to get recognition, but a section of the delegates, who were in the majority, decided to suspend the question.

"Blessed be the Gods," the whole audience finally rising and joining in the shout.

As soon as it had ceased George W. Bain, of Kentucky, cut short all would-be orators by declaring the previous question, the resolution being passed with only a few dissenting voices.

Telegram from Mrs. Fisk at San Diego, California, dated June 29, expressing the hope of victory in November, was enthusiastically received. At the request of a number of delegates the "Queen of the Prohibition Party" was introduced.

Miss Francis F. Willard was called upon for a speech. The delegates rose and greeted her with a cheer. Her first words were a denial that she was a feminist.

She said a child of five years was the youngest child of a woman who had been a feminist. She said she did not favor fusion of the prohibition party with any other party.

Chairman Dickie, of the National Convention, next introduced Dr. Evans of Atlanta, Ga., the president of the National Committee to Prohibit Intoxicants.

They needed money, not for "black and white" but to keep up the fight against the liquor traffic.

Subscriptions of \$1,000 each were made by the Women's Prohibition organ, and W. T. Wardwell, of New York, secretary of the new National Committee.

Three hours of pulling and hauling by the Platform Committee to-day, in addition to the night session of the National Convention, and gone by at this stage of the convention, proceedings and less than three minutes and yet been even fairly formulated.

The platform was complete, and the alcoholic and woman suffrage planks; but the latest proposition was to favor the re-nomination of silver, and to limit to one year the term of the president of the United States.

At War Over Theatre Stock.
Judge Andrews, in Supreme Court, chambers, heard argument today on a motion to continue the injunction obtained by T. Henry French against Frank W. Sawyer, restraining the latter from exhibiting his moving pictures.

Theatre Company stock, which Mr. French alleges that Mr. Sawyer agreed to sell him for \$100,000 and a decision to do so.

Wants \$15,000 for Personal Injuries.
Mrs. Catherine Carr, of 120 West Sixty-second street, has filed a claim in the Court of Claims for \$15,000 damages for injuries sustained on the 2d of March last by falling on the steps in front of the New York Infant Asylum, on Fourth avenue, between Sixty-first and Sixty-second streets.

DEATH ENDS POVERTY

Double Suicide by Poison in a Baltimore Hotel.

They Preferred to Die Rather than Face Want.

Only Six Cents Left and a Hotel Bill of \$100 to Pay.

(SPECIAL TO THE EVENING WORLD.)
BALTIMORE, June 30.—Poverty was the cause of a double suicide by poison, which has just been discovered at the Carrollton Hotel, in this city. A man and woman, who had registered on June 21 as "F. S. Cloud and wife, New York," were found dead in their room.

Trails of various kinds of poison, including laudanum and a box of strychnine powders stood upon the bureau, and it was evident that the pair had ended their own lives. They were both young and handsome, the man being apparently about thirty-five, and the woman ten or a dozen years younger, and it was believed in the hotel that they were on their wedding trip.

The dressed well and went out a good deal during their stay at the Carrollton, and spent money freely for wines and delicacies, which were served in the room.

Yesterday noon, as they had paid nothing since they came to the hotel, the clerk, Edward Kelly, sent the bill up to them. It amounted to more than \$100. Not seeing anything of Mr. Cloud's wife, Kelly went to her room, and found her dead.

Nothing is known of St. Cloud in Baltimore, but it is said that he lived in New York at 215 West 125th street. He was 5 feet 11 inches tall, of fair complexion and wore a mustache.

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A PROHIBITION WAR.

Sectionalism Causes a Flurry in the National Convention.

Bidwell Men Encouraged by a New York Delegates' Meeting.

Miss Frances Willard Denies the Charge of Being a Fusionist.

(BY ASSOCIATED PRESS.)
CINCINNATI, O., June 30.—The friends of prohibition of this city, who have been a terror to the minds of the prohibitionists of the National Convention, combined to give the prohibition delegates a bedraggled appearance, as in scattering groups they came into their National Convention hall for what was expected to be the culmination of the proceedings.

The Platform Committee was still in session when the convention was called to order. The sub-committee had worked incessantly until 3 A. M., and had made a report to the full committee, where a fight ensued over the tariff and silver planks, the sub-committee also having been divided on those points.

The free coinage plank was taken up by the sub-committee, and the plank as submitted to the full committee was antagonistic to absolute free coinage. Secretary Wheeler, of New York, carried his silver resolution through, but in the full committee, Editor Thompson, of Ohio, offered a more radical substitute.

Mr. Thompson, on the tariff question, succeeded in having a plank adopted, which was a tariff plank adopted by the sub-committee. It declares for a graduated income tax and a tariff only where foreign nations bar our products, revenue to be only incidental.

Prohibition, of course, was made as strong and clear-cut as possible, and a liberal labor plank inserted, representing the prohibitionists' view of a longer period for the President, favoring, arbitrating as a mode of settlement of differences and of government control of transportation, with the allowance to capital of a fair interest on money actually invested. The sub-committee wholly rejected the plank of no fusion.

The Hurlbert following were elected over the result of caucus, which was held this morning. The caucus separated with the understanding that New York would support the plank of no fusion, but that the opposition in that State to the plank of no fusion, which was a plank of no fusion, would be a plank of no fusion.

The Southern question broke out before the convention had been in session five minutes. The House of Representatives, by a vote of 151 to 147, passed a resolution to refer to a committee the question of the admission of new States into the Union.

The speech caused indignation on the part of a number of Southerners, and at the first opportunity today W. W. Cable, of Virginia, late last night, in which was used figuratively a story about the sale of a negro child at the slave market.

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Anti-Option Bill Goes Over.
WASHINGTON, June 30.—The Anti-Option bill has gone over for a week without action in the Senate.



LAUNCHING THE SHIP OF STATE.

ACCUSED OF CLUBBING.

A Tenderloin Precinct Officer Held for Police Board Trial.

Inspector McAvoy, at Police Headquarters this morning, made an official inquiry into the charges of clubbing brought by John J. Moffatt, a young man living at 202 West Twenty-fifth street, against Patrolman David Beadell, of the Tenderloin precinct.

Complainant Moffatt described the assault to Inspector McAvoy, which, he said, occurred at the corner of Seventh avenue and Twenty-fifth street, Tuesday morning.

He said that he left his house to buy a newspaper and met his brother-in-law, Eugene Corrigan, on Seventh avenue. They engaged in an argument, and were talking loudly when Beadell came along.

The policeman, he asserted, ordered them to move on, and when they refused, he struck him several times in the face, and body with his club and knocked him down, saying, "Now you get along, will you?"

Moffatt said that Beadell then walked away. The policeman's version, which was corroborated by his two witnesses, was that Moffatt and another man were engaged in a quarrel. A large crowd had collected, and when the officer told Moffatt to move along he became abusive. He denied that he had struck Moffatt with his club.

Inspector McAvoy decided that Beadell must stand trial before the Police Commissioners on Moffatt's charge, and on the additional one for not arresting the latter for creating a disturbance on the street.

SCHOOL TRUSTEES INDIGNANT.

Messrs. Smith, Healy and Madden Sore Over the Board of Education's Rebuke.

J. Wesley Smith, Augustine Healy and James Madden, the majority of the School Board of the Twentieth Ward, who about a month ago promoted two young teachers over the heads of older ones, are very indignant at the rebuke administered to them by the Board of Education at its meeting last night.

The teachers promoted are Miss Annie A. Dimond, who was Thirtieth Assistant in Primary School No. 27, at 515 West Thirty-second street, and Miss Mary E. O'Connell, a child of five years, was the first promoted from Tenth Assistant to First Assistant Primary School No. 27.

The trustees declared that the charges were made on the merits of the appointees, and that the number of the board was increased by the promotion of the two young teachers. They claim that the Board of Education has not given them a hearing, but has unilaterally reversed the action of the trustees, the appointments will stand.

CORPL. FINK'S BODY RECOVERED.

It Had Flung Down the Hudson from Sling Sing to Weehawken.

The body of the man wearing a National Guardsman's uniform found floating in the North River, opposite the West Side Railroad depot at Weehawken, yesterday afternoon, has been identified as that of Corp. Alfred Fink, of the Ninth New York Regiment, who jumped overboard from the steamboat Tolchester, opposite Sing Sing, on Saturday last, while the regiment was en route to the State camp.

Corp. Fink was twenty-four years of age, an electrician by occupation, and lived at 206 West 125th street, New York. He was married and the body was removed to this city to-day.

Cut Out for Horse Racing.

(BY ASSOCIATED PRESS.)
LOUISVILLE, Ky., June 30.—The will of W. S. Culbertson, of New Albany, was probated last evening. His estate, which is estimated to be worth from \$300,000 to \$500,000, is divided into six parts. His widow, Mrs. Culbertson, is the sole heiress of his estate, and will receive a third of it. His children are: a son, who will receive a fourth of it, and a daughter, who will receive a fifth of it.

Shot Dead by a Policeman.

(BY ASSOCIATED PRESS.)
KANSAS CITY, Mo., June 30.—Policeman Edward Thompson, this morning shot and killed Robert Kirtin, a plasterer, who had been taken home by Thompson after making a disturbance. As the policeman turned to leave Kirtin, who was in a drunken state, he drew a knife and threatened to kill the policeman. Thompson then fired his revolver.

Feary Relief Party at Halifax.

(BY ASSOCIATED PRESS.)
HALIFAX, N. S., June 30.—The steamer Miranda, which sailed from New York Monday night for St. John's, N. F., arrived here last night with members of the Feary Relief Expedition.

FIRE IN A FIREWORKS STORE.

Chinese Lanterns Got Abnaze and Disaster Was Narrowly Averted.

A box of Chinese lanterns, which stood on the second floor of William P. Howell's wholesale fireworks depot, 205 Front street, got on fire from some unknown cause at 8:30 this morning.

An explosion followed and a blaze sprang up, but it was extinguished by a watchful employee before any further damage was done.

Many thousands of dollars' worth of fireworks were stored in the building, and the slightest spread of the flame would have brought disaster upon the block. There was much agitation among the people in the store, and careful search was made to see if any spark had been left unquenched.

DRIVING OUT THE NEGROES.

Military Necessary to Protect Colored Citizens of Oklahoma.

(BY ASSOCIATED PRESS.)
KANSAS CITY, June 30.—A special to the Journal from El Reno, O. T., says the indications are that the governor will be compelled to order out the military to protect the colored citizens who have located in Cleveland County.

It is asserted that notices are being served on every negro settler in that county to pack their things and leave. A good many have escaped up the Canadian river and stopped in this county, and the military is being called out to protect them.

A warrant for this morning, but has not yet been served. Law and order society officials assert that the postponement of Thompson's trial has been brought about through his "pull."

For the purpose of allowing the race track to remain open, the military is being called out to protect the colored citizens who have located in Cleveland County.

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VERDICT AFTER FIFTEEN YEARS.

Charles A. Clegg Recovers \$14,000 and \$13,705 Interest.

The jury's verdict in the case of Charles A. Clegg against the New York Newspaper Union, which has been on trial for the past week in the Supreme Court before Justice Barrett, was opened this morning and found to be in favor of the plaintiff, awarding him \$28,091.75.

The case has been in the courts fifteen years, and the plaintiff, who is now 70 years of age, has recovered a sum which will enable him to live comfortably for the remainder of his life.

Justice Barrett denied the motion for a new trial. The case was originally for \$14,000, money which Clegg expended on a contract which the Union violated.

The interest on this amount to \$13,705.00, making the above total. Justice Barrett denied the motion for a new trial.

AFTER "CZAR" THOMPSON.

His Prosecutors Want the Gloucester Track Magnate Rearrested.

(SPECIAL TO THE EVENING WORLD.)
CAMDEN, N. J., June 30.—It is announced that members of the Law and Order Society have become greatly incensed at the postponement of the trial of William Thompson, the "Czar" of the Gloucester race track, and are casting about for a way to obtain his rearrest.

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